

For Your Information....

The Final Environmental Impact Statement and Supplemental Final Environmental Impact Statement is available for review on our web site at: <http://www.wsdot.wa.gov/regions/eastern> or at Keith Martin's Project Office. For more information please call (509) 324-6091.

We're on the Web:
<http://www.wsdot.wa.gov/regions/eastern>
Click on "North Spokane Corridor"



Persons with disabilities may request this information be prepared and supplied in alternate forms by calling (509) 324-6091.

Persons with hearing impairment may call 1-800-833-6388 (TTY relay service).

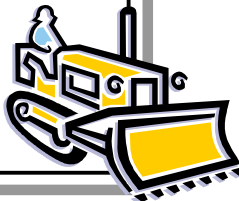
Your Thoughts....

We are very interested in what you have to say. Please respond to the questions below to help us better serve you as we continue developing this project.

- ♦ What are your thoughts regarding this project?
- ♦ What topics would you like to see in our next newsletter?
- ♦ Other comments.

Please Mail or Fax to:

Washington State Department of Transportation
Attention: Keith L. Martin, Project Engineer
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US 395
North Spokane Corridor Project

Fall 2000

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Moving Forward...

We are moving forward with the long envisioned dream of a North Spokane Corridor (NSC) in partnership with local citizens, the City of Spokane, and Spokane County.

This corridor project provides a transportation facility that will have the flexibility to adapt over time with the region's increasing mobility needs.

Together we can build a high capacity transportation system in an environmentally responsible manner that will safely and efficiently move people and goods throughout our region. This facility promotes the use of alternate transportation modes by providing a new pedestrian/bicycle trail system from the I-90 vicinity to Wandermere, high occupancy vehicle lanes, park-and-ride lots, and reserves enough right-of-way for a future light rail line or other high-capacity transit.

Variable message signs, highway advisory radio, and other intelligent transportation technologies will provide information to help motorists complete their trips in a safe, efficient, and timely manner. Monitoring stations will be installed to collect traffic data throughout the corridor to aid in trip planning and to help manage traffic on a region-wide basis.

Because Spokane is developing rapidly, traffic volumes and land values continue to increase. We are at a critical time in our region's history where our ability to function and grow as a



WSDOT survey crew staking the NSC centerline north of Hawthorne Road.



Geotechnical drilling to determine soil conditions and rock products for use in the NSC construction projects.

community will depend on the transportation facilities we initiate today and complete over the next several years.

This project will provide a 60-mile per hour limited access highway with a direct connection to I-90 just west of the Thor/Freya Interchange. Other interchanges will be placed at locations along the corridor at Trent Avenue (SR 290), Wellesley Avenue, Francis/Freya Street, Parksmith Drive, US 2 (Newport Highway), US 2/Farwell, and US 395 at Wandermere. The NSC will allow people and freight to flow freely rather than be slowed by congestion that is increasingly experienced on existing non-limited access routes. Existing city streets and county roads will be modified as necessary to accommodate this new limited access corridor.

What's in a Name?

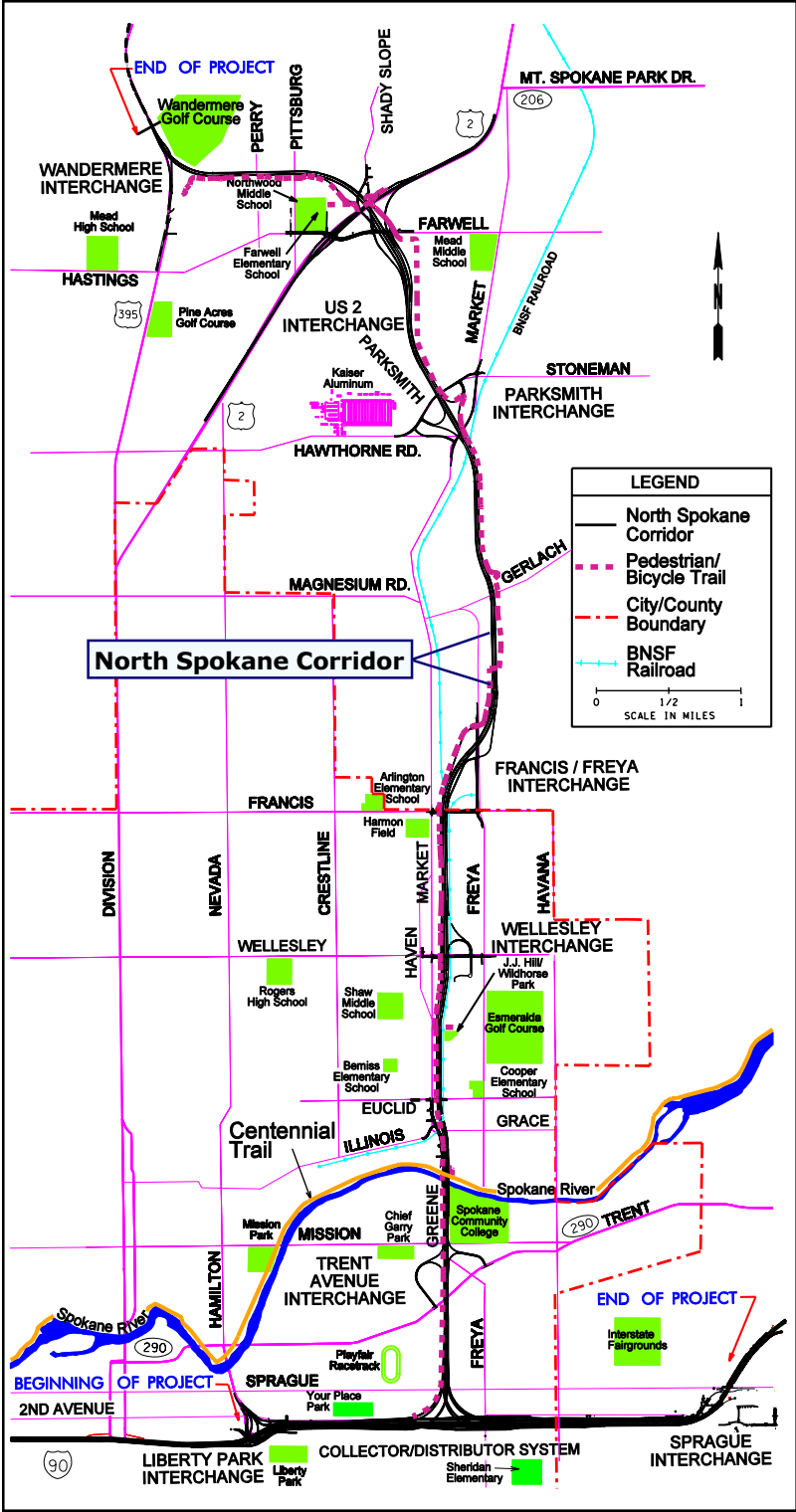
More commonly known as the North/South Freeway, the name has been changed to North Spokane Corridor to more accurately portray what this project represents - a multi-use corridor.

Washington State
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2714 North Mayfair Street
Spokane, WA 99207-2090



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North Spokane Corridor Map



Property Purchasing Begins

With funding for right-of-way acquisitions available, the Eastern Region Real Estate Services office is in the process of purchasing properties in the Hawthorne Road to US 2 vicinity. It is estimated that all relocation and purchases will be complete by early summer 2001. Appraisals for the US 2 to Wandermere section are anticipated to begin fall 2000.

Corridor Development Continues....

This project is being developed in two major phases: the Spokane River north to Wandermere and I-90 to the Spokane River, including a collector/distributor (C/D). A C/D is a limited access parallel roadway that reduces the number of freeway entrances and exits for the purpose of removing conflicts between the entering and exiting of local traffic.

Spokane River to Wandermere:

On June 29, 2000, a Supplemental Environmental, Design, and Limited Access Hearing was held at the Spokane International Ag Trade Center for the portion of the NSC north of the Spokane River. Affected property owners were mailed access plans for review prior to the hearing. The Supplemental Environmental and Design portion of the hearing was held first with court reporters available to take testimony from any party wanting to give formal comments regarding the environmental or design aspects of the project. The Limited Access portion then followed. This formal proceeding is required by law to ensure that the public, local officials, abutting property owners, and other interested citizens are given the opportunity to be heard concerning any plan that proposes the limiting of access to the highway system. The Limited Access portion was moderated by a Washington State Administrative Law Judge and was transcribed by a court reporter. The Findings and Order, which includes a list of the people who provided comments and a set of revised limited access hearing plans, were adopted by WSDOT in October 2000. The Findings and Order has been mailed to all persons filing a Notice of Appearance, to those who submitted an Access Comment Sheet from the June 29, 2000 hearing, and to local governmental officials.

A Draft Supplemental Environmental Impact Statement (SEIS) was distributed to persons and agencies of interest for review on May 25, 2000. The Draft SEIS documented the environmental effects related to changes in design since the approval of the 1997 Final Environmental Impact Statement (FEIS). The Federal Highway Administration approved the Final SEIS on September 18, 2000.

In anticipation that construction funds may be available in the summer of 2001, contract plans are being developed for the first two projects between Hawthorne Road and Wandermere. Surveyors are busy staking the center lines and right-of-way lines in that area. Geotechnical investigation crews are drilling holes to sample soils, on properties where right-of-entry permits have been obtained from the owners, between Lincoln Road and Wandermere. Information gained from these investigations will aid in preliminary bridge layouts, the development of construction plans, and will help determine rock products for use in these projects. We anticipate construction starting on the Hawthorne Road to US 2 section in late summer 2001.

Spokane River South:

This phase of the NSC project completes the south portion of the corridor from I-90 to the Spokane River, and constructs a C/D system along I-90 between the Liberty Park and Sprague Avenue Interchanges. Given the complexities of this area, a Design Advisory Group comprised of technical experts and key stakeholders from our community has been created. This group will provide a broad perspective on issues to help the WSDOT project team achieve a balanced transportation facility in terms of lessening the amount of adverse impacts, reducing project costs, and providing the best overall traffic operations. Design work began late summer 2000 on the Spokane River South portion and it is anticipated that the final design and limited access plans will be completed by fall 2002.

Project Objectives:

- Acquire all right-of-way and limited access between I-90 and Wandermere.
- Establish a four-lane limited access facility with a pedestrian/bicycle trail system and park-and-ride lots between I-90 and Wandermere with interchanges at SR 290 (Trent Avenue), Wellesley Avenue, Francis/Freya Street, Parksmith Drive, US 2, US 2/Farwell, and US 395 at Wandermere.
- Complete the ultimate build out of the facility, resulting in eight lanes from I-90 to Francis Avenue (two of which may be high occupancy vehicle [HOV] lanes), six lanes from Francis Avenue to US 2 (two of which may be HOV lanes), and four lanes from US 2 to US 395 at Wandermere (no HOV lanes).

What is the latest on NSC Funding?



This past spring the Washington State Legislature approved a supplemental 1999/2000 biennial transportation budget that allocated \$3.9 million for continued design work and \$19 million to start purchasing right-of-way. In addition, \$1 million of federal funds have been allocated to the project in the federal transportation budget as part of the National Corridor Planning and Development Program. Because this project is being developed under federal environmental guidelines and is part of the National Highway System, it is eligible for up to 86% Federal Highway matching funds.

What will be done in the next few months?

During the next few months engineers will begin developing contract plans for the first two anticipated construction projects between Hawthorne Road and Wandermere. Preliminary design work for the area south of the Spokane River will become more focused. A public open house will be held November 29, 2000, from 4:00 -8:00 p.m. in the Spokane Community College Lair to present the preferred alternative as published in the 1997 Final Environmental Impact Statement and to seek public input on ways to improve the current design.

Pedestrian/Bicycle Trail

One of the many benefits of this corridor is the incorporation of a pedestrian/bicycle trail system. This recreational and commuter trail is approximately 10 miles long, starting in the vicinity of I-90 and ending at Wandermere. The NSC trail system will provide a convenient connection to the Centennial Trail, Spokane Community College, and park-and-ride lots along the corridor route. The pedestrian/bicycle trail will include a crossing of the Burlington Northern/Sante Fe Railroad tracks and NSC at Garland Avenue, connecting J.J. Hill/Wildhorse Park to Market Street. The Garland Avenue crossing will maintain pedestrian access between the local schools: Cooper Elementary, Bemiss Elementary, and Shaw Middle School. Trail crossings will be provided in the vicinity of the Farwell Road/US 2 Interchange to maintain pedestrian access between the Garden City neighborhood, Northwood Middle and Farwell Elementary schools, and adjacent county play fields.



Public Input Affecting Design

- Examples of design modifications made as a result of public input:
- Shady Slope Road will go south over US 2 where it will connect with Farwell Road.
 - Preferred location of pedestrian/bicycle trail from the Spokane River north to Wandermere.
 - Added pedestrian/bicycle trail connecting Garden City neighborhood with Northwood Middle and Farwell Elementary schools and county play fields.
 - The alignment for the NSC project has been lowered below existing ground to reduce noise and visual impacts to the public in the Hillyard and Garden City/Mead areas.



Your opinions and ideas are welcome - please see the back page of this newsletter for information on how to contact us with your thoughts.

How will the public know what changes are being proposed?

As development of this project continues, changes that result from further refinements of the corridor route will be presented to the public through newsletter updates such as this, neighborhood meetings, informal open houses, and public hearings. For brief updates, you are always welcome to stop by our project office, phone, send e-mail, or visit our web page.

